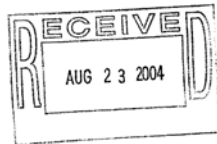


Comment Letter AL040

AL040



August 20, 2004

Mr. Mehdi Morshed
Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA. 95814

SUBJECT: LETTER OF SUPPORT FOR THE CALIFORNIA HIGH SPEED RAIL
AUTHORITY DRAFT EIR/EIS FOR THE PROPOSED CALIFORNIA
HIGH-SPEED TRAIN SYSTEM

Dear Mr. Morshed:

North County Transit District (NCTD) would like to thank you for the opportunity to review the California High Speed Rail Authority Draft Program Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS) for the Proposed California High-Speed Train System. As an owner and maintainer of the LOSSAN Rail Corridor that exists within the County of San Diego, NCTD appreciates the opportunity to work with the California High Speed Rail Authority (CHSRA) and its consultants in developing potential conventional rail improvements for the LOSSAN Rail Corridor, as well as potential high speed rail alternatives for the Inland Rail Corridor.

NCTD's Board and staff have reviewed the CHSRA Draft Program EIR/EIS and believe it to provide a broad and useful range of options to consider in implementing conventional rail improvements to the LOSSAN Rail Corridor and high-speed train service along the I-15 Inland Corridor. As such, on August 19, 2004, the North San Diego County Transit Development Board took action to provide you with NCTD's support of the CHSRA Draft EIR/EIS document in addition to the following recommendations:

- NCTD recommends that the Escondido Transit Center be the preferred station location of the two stations under consideration to be located within the City of Escondido for the Los Angeles - Inland Empire - San Diego Corridor, rather than at the SR-78/I-15 Interchange location. The Escondido Transit Center is a regional

Mr. Mehdi Morshed
Page 2 of 2
August 20, 2004

hub for NCTD bus services and will also be the eastern terminus of the SPRINTER Rail Service, which will connect Oceanside to Escondido via 15 transit stations. CHSRA's recognition to integrate these major transportation facilities and improvements would satisfy key analysis criteria set forth in the Draft EIR/EIS, such as the maximization of: ridership and revenue potential by serving key population centers; intermodal connections with other transportation centers; and compatibility with existing and planned land uses.

AL040-2
cont.

- NCTD recommends that in reviewing the alternatives that relocate the railroad alignment off of the coastal bluffs in the City of Del Mar that the CHSRA consider the sensitivity of the lagoons located to the north and to the south of the City.
- NCTD recommends that the CHSRA continue to study a direct link from San Diego through Orange County to the Los Angeles Airport (LAX).
- NCTD recommends that our Board, as well as the Cities, be involved at the initial stages of development and review for any future studies that may occur in relation to alternatives proposed by CHSRA within the County of San Diego.

AL040-3

AL040-4

AL040-5

Throughout this process your staff and consultants have been very responsive to the comments made by NCTD. Such efforts have been recognized and are very much appreciated. NCTD looks forward to the continued working relationship between our two agencies.

Please feel free to contact Kate Stonelake, Rail Project & Environmental Coordinator for NCTD, at (760) 967-2817 should you have any questions regarding NCTD's support of the California High Speed Rail Authority Draft EIR/EIS for the Proposed High-Speed Train System or the recommendations contained herein.

Sincerely,

Karen H. King
Executive Director

cc: Members of the North San Diego County Transit Development Board
Tom Lichterman, NCTD
Kate Stonelake, NCTD

AL040-1

AL040-2

NORTH COUNTY TRANSIT DISTRICT
810 Mission Avenue, Oceanside, CA 92054-2825
760-967-2828

Response to Comments of Karen H. King, Executive Director, North County Transit District (NCTD), August 23, 2004 (Letter AL040)

AL040-1

Acknowledged. The Authority has identified service along the I-15 corridor to San Diego as part of the preferred HST system. Please see standard response 6.42.1 in regards to conventional improvements on the LOSSAN (coastal) corridor.

AL040-2

Acknowledged. Please see standard response 6.36.1.

AL040-3

Please see standard response 6.42.1

AL040-4

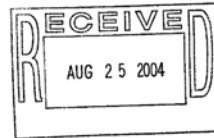
Acknowledged. Please see standard response 6.39.1.

AL040-5

Acknowledged. The Authority and the FRA look forward to continuing to work with NCTD and the cities of San Diego County.

Comment Letter AL041**AL041**

August 23, 2004



Mehdi Morshed, Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA. 95854

Mr. Morshed:

Kern Council of Governments thanks the California High-Speed Rail Authority for the opportunity to review and comment on the Draft Program Environmental Impact Report/Environmental Impact Statement for the proposed statewide high-speed rail system.

Kern COG joins the County of Kern in its support for a system that connects the major metropolitan areas of the state. As you may be aware, Kern COG's Board of Directors, as well as the Kern County Board of Supervisors and the Bakersfield City Council have all unanimously approved a preferred station location in downtown Bakersfield near the existing Amtrak station.

AL041-1

AL041-2

Kern COG has no preference with regard to the alignment the railway would take between Sacramento and Bakersfield, however, between Bakersfield and Los Angeles, our Board supports the State Route 58 alignment that would offer a potential station stop in Palmdale/Lancaster. This route would serve our many Eastern Kern residents in the communities of California City, Mojave, Ridgecrest, Rosamond and Tehachapi.

AL041-3

Finally, Kern COG joins the Kern Transportation Foundation in supporting a maintenance facility within Kern County. As the system's geographic center, the Kern region, we believe, is an ideal location, offering an available labor pool, affordable land, air and ground logistical opportunities and other amenities.

AL041-4

This concludes our comments on the EIR/EIS. Again, thank you for the opportunity to review the document and for your consideration of our positions.

Sincerely,

Ronald E. Brummett
Executive Director

Kern Council of Governments

1401 19th Street, Suite 300, Bakersfield, California 93301 (661) 861-2191 Facsimile (661) 324-8215 TTY (661) 832-7433 www.kerncog.org

Response to Comments of Ronald E. Brummett, Executive Director, Kern Council of Governments, August 25, 2004 (Letter AL041)

AL041-1

Acknowledged.

AL041-2

Acknowledged. The Authority has identified the Truxton station site (downtown Bakersfield near the existing Amtrak station) as the preferred HST station location to serve Kern County.

AL041-3

Please see standard response 6.23.1. The Authority has identified a potential HST station at Palmdale to serve the Antelope Valley and Eastern Kern County.

AL041-4

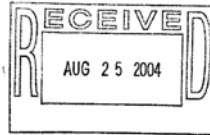
Please see standard response 2.35.1.

Comment Letter AL042

AL042



August 17, 2004



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CHIEF EXECUTIVE OFFICE

Arthur T. Leahy
Chief Executive Officer

Mr. Mehdi Morshed
Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Morshed:

Thank you for the opportunity to offer the Orange County Transportation Authority's (OCTA) comments on the California High-Speed Rail Authority's (CHSRA) Draft Program Environmental Impact Report/Environmental Impact Statement (PEIR/PEIS) for the proposed statewide high-speed train system. Based on OCTA Board direction, below are OCTA's comments about the document and the future development of the high-speed train system:

A. In general, OCTA is interested in seeing such a system, if implemented, serving Orange County, with the segment from Union Station to Anaheim on the Initial Operating Segment (IOS). We understand that modifications to the IOS may require legislative action. If so, OCTA will undertake such discussions with key legislators. Overall, OCTA is in support of the proposed California High-Speed Train system serving Orange County in the IOS. OCTA staff will continue to work with CHSRA staff regarding issues and plans as the project moves forward in the future.

B. High-speed rail service from the Anaheim Regional Transportation Intermodal Center (ARTIC) north to Union Station (in Los Angeles), and beyond, should be one of the first segments of the system to be built. However, the goal of reaching the Irvine Transportation Center (ITC) is still supported by OCTA. Local officials have begun work on projects that would complement any high-speed rail (HSR) service (e.g., bus, arterial, freeway, parking, rail, and other facilities and services). Serving the ARTIC and other destinations in Orange County remains vital.

C. OCTA is strongly in favor of using the Los Angeles to San Diego (LOSSAN) corridor for the HSR system. We do not favor the Union Pacific corridor north of Santa Ana.

D. Building a trench through parts of Orange and Santa Ana will be very challenging and costly. Extending high-speed rail service south of Anaheim will likely present significant difficulties due to the horizontal curvature of the track, possible environmental justice issues, noise and vibration concerns, vertical clearance challenges, and other issues. Numerous cities south of Anaheim have documented their concerns for the trench option. We are concerned about how this proposal may affect existing and future rail capacity

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92663-1584 / (714) 560-OCTA (6282)

Mr. Mehdi Morshed
August 17, 2004
Page 2

in this corridor. OCTA is interested in having other alternatives (e.g., other alignments, tunnel, or others) developed for this segment so that OCTA and local officials can determine the best course of action. These alternatives should be developed to the same level of detail as the options contained in the PEIS/PEIR support documents. If the significant challenges south of Anaheim can be resolved to the satisfaction of affected agencies, we remain supportive of having high-speed electrified service extend to the ITC.

AL042-4
cont.

E. OCTA has recently completed a detailed analysis of the rail capacity for passenger and freight needs from Fullerton north into Union Station along the LOSSAN corridor. The needs of Metrolink, Amtrak, and freight movements for the next 20 years (approximately) have been accounted for in this analysis. It appears that much of this corridor will require triple-tracking. As the background material for the DEIR/DEIS indicates, a fourth track would be required if HSR is added. The impacts on stations and land uses adjacent to the track are of concern.

AL042-5

F. OCTA does not support double-tracking the system (whether high-speed, electrified, or not) in the south Orange County historical and coastal areas. We remain concerned about the final tunnel option near Interstate 5 near San Juan Capistrano, San Clemente, and Dana Point. We also want to bring the final facilities and operational options in coordination with our recently completed Commuter Rail Strategic Assessment.

AL042-6

G. OCTA desires to work closely with CHSRA on the design of these features and operations as the project progresses.

AL042-7

Once again, thank you for the opportunity to comment on the Draft PEIR/PEIS for the statewide high-speed train system. If you have questions, please call Kia Mortazavi, Director of Strategic Planning at (714) 560-5741, or Richard Marcus, Manager of Long Range Strategies at (714) 560-5832.

Sincerely,

Arthur T. Leahy,
Chief Executive Officer

ATL:rm

c: OCTA Board of Directors

Response to Comments of Arthur T. Leahy, Chief Executive Officer, Orange County Transportation Authority (OCTA), August 25, 2004 (Letter AL042)

AL042-1

The Authority has identified a preferred HST system that includes direct service to Orange County. Please see standard response 10.1.7 in regards to the phasing of the system. The determination of an initial operating portion of the system is beyond the scope of this program EIR/EIS process.

AL042-2

Acknowledged. The Authority has identified preferred station sites at the Anaheim Transportation Center (to serve Central Orange County) and the Irvine Transportation Center (to serve Southern Orange County) for potential HST stations. Please see standard response 10.1.7 in regards to the phasing of the HST project.

AL042-3

Acknowledged. The Authority has identified the LOSSAN corridor as the preferred alignment for HST service between Los Angeles and Irvine.

AL042-4

Acknowledged. The Authority has identified the LOSSAN corridor as the preferred alignment for HST service between Los Angeles and Irvine. The only other feasible alignment which was identified during the program EIR/EIS process was the UP Santa Ana freight alignment which OCTA does not favor. Should the HST proposal move forward, more detailed preliminary engineering design will be required for the LOSSAN corridor as part of project specific studies in order to determine the design of the HST alignment. The Authority will continue to work with OCTA, the cities of Orange County, other agencies and the public to determine what design options should be investigated as part of project specific studies during the scoping of those studies.

AL042-5

Acknowledged

AL042-6

Acknowledged. Please see standard response 6.41.1.

AL042-7

Acknowledged. The Authority looks forward to continuing to work with OCTA as the HST project progresses.

Comment Letter AL043

08/25/04 08:47 FAX 408 355 2290

PARK ADMIN

002

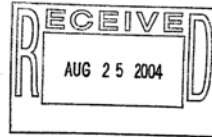
AL043

08/25/04 08:48 FAX 408 355 2290

PARK ADMIN

003

County of Santa Clara

Environmental Resources Agency
Parks and Recreation Department298 Garden Hill Drive
Los Gatos, California 95032-7669
(408) 355-2200 FAX 355-2290
Reservations (408) 355-2201
www.parkhere.org

August 12, 2004

California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Attn: California High-Speed Train Draft Program EIR/EIS Comments

Dear Sir or Madam:

The Santa Clara County Parks and Recreation Department would like to provide comments on the California High-Speed Train Draft Program EIR/EIS in relation to the potential regional parks and recreation impacts in Santa Clara County from the proposed project. In addition, we would like the Program EIR/EIS to consider future land use impacts in accordance with the Parks and Recreation Element of the *County of Santa Clara General Plan* and the *Santa Clara County Countywide Trails Master Plan Update* (1995).

Relevant Portions of the High-Speed Train Proposal

The California High-Speed Rail Authority's proposed high-speed train service from northern California to southern California includes a Merced-to-San Jose Corridor whereby the Draft EIR/EIS considers two possible route options with multiple sub-segments:

- Diablo Range Direct Alignments ("Northern Tunnel," "Minimize Tunnel," and "Tunnel under [Henry Coe State] Park" Options), and
- Pacheco Pass Options which include: Caltrain/Gilroy/Pacheco Pass Alignment and Morgan Hill/Caltrain/Pacheco Pass Alignment (Pacheco Pass/East of 101/Morgan Hill/Caltrain Sub-segment and Pacheco Pass/Foothills/Morgan Hill/Caltrain Sub-segment)

Diablo Range Direct Alignment (Henry Coe State Park)

The Draft EIR/EIS does not clearly indicate in any of its design option maps the location and alignment characteristics of the specific alignment that will start from the existing San Jose (Diridon) Station, heading southward along Caltrain/UPRR corridor and turning eastbound towards the Diablo Range. Based on Design Option Map 3 for the Bay Area to Central Valley (See map insert below), the broad scale at which the map is illustrated does not depict whether any of the three proposed alignments ("Northern Tunnel," "Tunnel under Park," and "Minimize Tunnel" alignments) would potentially cross over the Coyote Creek Parkway County Park, Motorcycle County Park, and/or Field Sports County Park which are located within the vicinity of the project area. The potential impacts to regional parklands and associated natural resources and sensitive habitats located within regional parklands should be addressed for the Diablo Range Alignment.

Furthermore, the County Parks and Recreation Department was unable to access the conceptual designs in the technical report, *"Alignment Configuration and Cross Sections,"* published by the Authority in January, 2003 (page 2-99, Alternatives) to ascertain the specific impacts of the specific alignment options and general infrastructure regarding the Diablo Range Direct Alignment option to Merced.

Pacheco Pass/East of 101/Morgan Hill/Caltrain Sub-segment

According to the Draft EIR/EIS alternatives description on page 64, the proposed Pacheco Pass route would run roughly parallel to the U.S. 101 on the east side of the freeway. "The route would run east of

U.S. 101 entirely in aerial structure, through Morgan Hill and across Coyote Creek, with a stretch of at-grade with cuts, fills and retaining walls in the foothills east of Coyote Creek. The route would join the existing Caltrain rail corridor east of Tulare Hill." (page 64)

The Draft EIR/EIS does not clearly state nor show the location of where the proposed route would cross over Coyote Creek. It is likely the Coyote Creek Parkway would be impacted by the cuts, fills, and retaining walls that are necessary to construct the aerial structures. Without access to the conceptual designs from the technical report, *"Alignment Configuration and Cross Sections,"* published by the Authority in January, 2003 (page 2-99, Alternatives), the County Parks and Recreation Department is unable to ascertain the specific impacts of the specific alignment options and general infrastructure profiles regarding the Pacheco Pass option.

As an alternative sub-segment option in the Pacheco Pass alignment, the proposed Pacheco Pass/Foothills/Morgan Hill/Caltrain Sub-segment is intended to "...pass through Morgan Hill along the relatively undeveloped foothills below Anderson Lake before joining the U.S. 101 corridor after crossing Coyote Creek. The foothills segment would be largely at-grade with cuts, fills and retaining walls." Once again, we recommend that the Authority address the potential environmental impacts to the nearby regional parks of Anderson Lake and Coyote Creek Parkway.

Also as part of the Morgan Hill (Caltrain) to San Jose sub-segment, the southern portion of this sub-segment would follow the UPRR and Caltrain alignment alongside Monterey Highway. On page 95 of the Draft EIR/EIS, it states "for the corridor along Monterey Highway, the entire corridor would need to be reconfigured, involving maintenance of all traffic issues for all transportation modes - highway, freight railroad, AMTRAK and Caltrain" (page 95). Access to and from our County parks rely heavily on the use of the Monterey Highway corridor, therefore the traffic and circulation impacts to Motorcycle County Park, Field Sports County Park, and Coyote Creek Parkway should be considered in the cumulative traffic studies.

Regarding future ROW acquisitions for the Pacheco Pass/Morgan Hill/Foothills/Caltrain Alignment, the document states that, "major ROW purchases are expected alongside the east side of Monterey Highway, from 5 to 70 feet." (page 95) Also stated in the document is that "the Pacheco Pass/Morgan Hill/Foothills/Caltrain Alignment has the greatest amount of property acquisition, much of it relatively undeveloped land, to accommodate cut and fill slopes." (page 97) The County Parks and Recreation Department owns property along the east side of Monterey Highway and should be consulted at the appropriate time for discussions regarding potential acquisitions for the future alignment.

Finally, under the evaluation criteria for the Bay Area-to-Merced High Speed Train Screening Evaluation for "Parks and Recreation/Wildlife Refuge Impacts," the Draft EIR/EIS should address several County parks that are located within the vicinity of the proposed project area under the criteria for study and evaluation (page 107, *California High-Speed Train Program EIR/EIS*). Nearby County parks include Coyote-Hellier County Park, Coyote Creek Parkway, Motorcycle County Park, and Anderson Lake County Park, which are located within the vicinity of the proposed Direct Tunnel and Pacheco Pass alignments.

Under consideration of local land use plans, the Draft EIR/EIS should consider the planned regional trail routes shown in the *Santa Clara County Countywide Trails Master Plan Update* (1995) for the proposed project area between San Jose-to-Merced. Future alignment construction in this area should take into consideration the future placement of proposed trail alignments for the Juan Bautista de Anza National Historic Trail, Bay Area Ridge Trail, Coyote Creek/Llagas Creek Trail. In addition, the Monterey-Yosemite State Trail is located along Pacheco Pass, from San Benito County to Merced County. A copy of the Countywide Trails Master Plan map is located on the County parks web-site at www.parkhere.org.



Board of Supervisors: Donald F. Gage, Blanca Alvarado, Peter McHugh, James T. Beall Jr., Liz Kriss
County Executive: Peter Kuras, Jr.



Board of Supervisors: Donald F. Gage, Blanca Alvarado, Peter McHugh, James T. Beall Jr., Liz Kriss
County Executive: Peter Kuras, Jr.

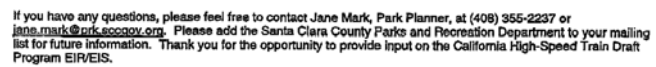


U.S. Department
of Transportation
Federal Railroad
Administration

08/25/04 08:48 FAX 408 355 2290

PARK ADMIN

004



Sincerely,

Mah Fuleh

Mark Frederick
Division Manager, Planning & Real Estate

CC: Lisa Killough, Director, Santa Clara County Parks and Recreation Department
Jane Mark, Park Planner, Santa Clara County Parks and Recreation Department
Santa Clara County Planning Office, attn: Bill Shoe



Board of Supervisors: Donald F. Gage, Blanca Alvarado, Peter McHugh, James T. Beall Jr., Liz Kniss
County Executive: Peter Kutras, Jr.



CALIFORNIA HIGH SPEED RAIL AUTHORITY



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Comments of Mark Frederick, Division Manager, Planning and Real Estate, County of Santa Clara, Environmental Resources Agency, Parks and Recreation Department, August 25, 2004 (Letter AL043)

AL043-1

Please see standard response 6.3.1. The technical report "Alignment Configuration and Cross Sections" is available on the Authority's website (www.cahighspeedrail.ca.gov). Please see standard response 10.1.2.

The co-lead agencies acknowledge the parks and trails mentioned in the comment and will consider these resources in the subsequent program-level northern mountain crossing studies and project level analyses.

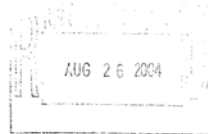
Comment Letter AL044**AL044**

8400 LAGUNA PALMS WAY • ELK GROVE, CALIFORNIA 95758
TEL: 916.683.7111 • FAX: 916.691.2001 • www.elkgrovecity.org

DEVELOPMENT SERVICES

BUILDING SAFETY & INSPECTION	(916) 478-2235
COMMUNITY ENHANCEMENT	(916) 478-2266
ECONOMIC DEVELOPMENT	(916) 478-2261
PLANNING	(916) 478-2265
PUBLIC WORKS	(916) 478-2263

California High-Speed Train
Draft Program EIR/EIS Comments
925 L Street, Suite 1425
Sacramento, CA 95814



August 25, 2004

RE: Draft Program EIR/EIS Comments

Dear Sir/Madam:

The City of Elk Grove has reviewed the draft program EIR/EIS for the proposed California High Speed Train System, and has the following comments:

- The City supports the UP alignment and grade separating existing freight railroad. | AL044-1
- To preserve the character of Old Town Elk Grove, the alignment should be grade separated under Elk Grove Blvd. | AL044-2
- The City does not support pulling funding away from existing transportation programs to fund this project. | AL044-3
- The document should re-evaluate the potential to connect Sacramento to Oakland and San Francisco in a more direct way. | AL044-4

If you have any question, I can be reached at (916) 478-2233.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gwen Owens".

Gwen Owens
Senior Engineer

Response to Comments of Gwen Owens, Senior Engineer, City of Elk Grove, August 26, 2004 (Letter AL044)

AL044-1

Acknowledged. Please see standard response 6.12.1.

AL044-2

Acknowledged. The configuration of the grade separation at Elk Grove Blvd. would be determined as part of future project specific study should the HST proposal move forward.

AL044-3

Acknowledged. Financing plans for the HST proposal and financing plans for other transportation programs are beyond the scope of this program level document.

AL044-4

Please see standard response 6.3.1 and standard response 2.16.1.

Comment Letter AL045

AL045

CITY COUNCIL

LARRY D. HANSEN, Mayor
JOHN BECKMAN
Mayor Pro Tempore
SUSAN HITCHCOCK
EMILY HOWARD
KEITH LAND

CITY OF LODI
PUBLIC WORKS DEPARTMENT

CITY HALL, 221 WEST PINE STREET
P.O. BOX 3006
LODI, CALIFORNIA 95241-1910
(209) 333-6706
FAX (209) 333-6710
EMAIL: pwdept@lodi.gov
http://www.lodi.gov

August 23, 2004

JANET S. KEETER
Interim City Manager
SUSAN J. BLACKSTON
City Clerk
D. STEPHEN SCHWABAUER
City Attorney
RICHARD C. PRIMA, JR.
Public Works Director

California High-Speed Rail Authority
Attn: California High-Speed Train
Draft Program EIR/EIS Comments
925 L Street, Suite 1425
Sacramento, CA 95814

SUBJECT: High-Speed Train System Draft EIR/EIS Comments

The City of Lodi has two comments concerning the draft EIR/EIS for the high-speed train system:

1. **The document does not identify nor address traffic and related impacts from road closures where existing roads cross the proposed rail alignment.**
As noted in the document, "high speed" segments of the system will be physically separated from adjacent rail lines and streets. Since there is no station proposed in the Lodi area, the new line is shown as a high-speed line. The document discusses traffic and related impacts in terms of freeways and localized impacts at station locations. However, the proposed alignments in the Lodi area will likely involve closure of many local streets which will mean additional miles traveled by drivers, increased traffic on remaining crossings with associated noise, air pollution and related impacts.

AL045-1

The document should identify streets proposed for closure and examine the associated environmental impacts.

2. **The Altamont corridor should be studied as an alternative to the two alignments proposed for the Central Valley/Bay Area connector.**
The Altamont corridor was eliminated from consideration without benefit of environmental review contained in this EIR/EIS. In particular, growth inducing impacts should be considered and compared. In addition, the reductions in freeway traffic described for major north-south freeways could also apply to the severely-impacted Altamont freeway.

AL045-2

Thank you for the opportunity to comment on the draft EIR/EIS.

Sincerely,


Larry D. Hansen
Mayor

LDH/RCP/pmf
LHIGHSPEDRAIL_EIRCOMMENTS.DOC

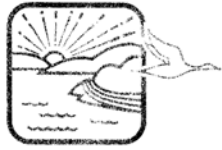
Response to Comments of Larry D. Hansen, Mayor, City of Lodi, August 26, 2004 (Letter AL045)

AL045-1

Possible street closures (both permanent and temporary for construction) may have potential impacts as noted in Section 3.1.3.b of the Final Program EIR/EIS. The identification of specific street closures and analysis of associated impacts is beyond the scope of this program level environmental document. Specific impacts and mitigation measures would be identified and analyzed in subsequent project level environmental review.

AL045-2

Please see standard response 2.18.1.

Comment Letter AL046

City of
Los Banos

August 23, 2004

Mehdi Morshed, Executive Director
California High-Speed Authority
925 L Street, Suite 1425
Sacramento CA 95814

RE: Letter of Support – High-Speed Rail

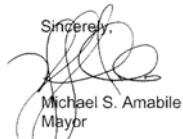
Dear Mr. Morshed:

The City of Los Banos recognizes the monumental undertaking of the High-Speed Rail Authority to put together the proposed High-Speed Rail through California.

The City of Los Banos supports the development of the High-Speed Rail, recognizing the need for efficient mass transportation. The project proposes routes through Merced County, which Los Banos is part of, with a few alternative choices to specific county jurisdictions. Merced County is an agriculture-based region, and so the impact of the High-Speed Rail project will be felt. The High-Speed Rail project will help to propel this area towards acceptable air quality.

Thank you for your work on this project and we look forward to seeing it develop out.

Sincerely,



Michael S. Amabile
Mayor

MSA:lm

AL046

AL046-1

520 J STREET — LOS BANOS, CALIFORNIA 93635
TELEPHONE (209) 827-7000 — FAX (209) 827-7006 — TDD (209) 827-7010
www.losbanos.org

Response to Comments of Michael S. Amabile, Mayor, City of Los Banos, August 26, 2004 (Letter AL046)

AL046-1

Acknowledged.

Comment Letter AL047



AL047

THE CITY OF SAN DIEGO

August 24, 2004

Mr. Dan Leavitt,
Deputy Director, California High-Speed Rail Authority
California High Speed Rail Draft Program EIR/EIS Comments
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

SUBJECT: California High Speed Rail - Draft Program EIR/EIS

The City of San Diego Planning Department, has reviewed the California High Speed Rail Draft Program EIR/EIS. A letter was sent on August 12, 2004 from the Development Services Department regarding general environmental concerns (see Attachment). This letter summarizes our review and provides more detailed comments on the Draft EIR/EIS analysis and conclusions as they pertain to the City of San Diego.

Transportation Planning

1. The City of San Diego supports a statewide High Speed Train system that would provide San Diego residents, employees, and visitors a viable alternative to air and auto travel for longer intercity trips within the region and the state. AL047-1
2. The City recommends that the high speed train system connect to downtown San Diego and that it not end at Qualcomm Stadium. AL047-2
3. One of the two alignment options that include the University City station is desirable because both would provide connectivity to the region's highest employment concentration area (University City/Sorrento Mesa) in addition to downtown San Diego. AL047-3
4. It is very important that the proposed high speed train stations maximize intermodal connections to facilitate and support transit use in conjunction with the high speed train system. AL047-4
5. The high speed train system should avoid any at-grade crossings in San Diego. AL047-5
6. Additional right-of-way analysis should be conducted to determine if the high speed rail could be accommodated in the proposed alignment from Old Town to downtown San Diego considering the existing light rail, heavy rail, and freeway overcrossings in the right-of-way. AL047-6



Planning Department
202 C Street, MS 5A • San Diego, CA 92101-3865
Tel (619) 236-6479 Fax (619) 236-6478

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Mr. Dan Leavitt
August 24, 2004

7. Previous extension of the light rail system from downtown to Old Town met with resistance and opposition from residents along the alignment due to concerns about visual, noise, and vibration impacts. Given the significant increase in population along this portion of the proposed alignment, consideration should be given to identifying alternative alignment structure types, such as building the segment below grade. AL047-7

Community Planning

8. The City of San Diego Progress Guide and General Plan (PG&GP) provides for the orderly growth and development of the City. The Land Use Element of the General Plan is comprised of nearly fifty Community and/or Specific Plans. Each Community/Specific Plan designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, and open space; including agriculture, natural resources, recreation and enjoyment of scenic beauty. AL047-8
9. The Draft EIR/EIS identifies one major corridor which would accommodate the HST alternative within the San Diego Region and several alignment options associated with the corridor. The Los Angeles to San Diego via Inland Empire corridor and its associated alignment options may potentially affect more than twenty recognized communities in the City of San Diego. AL047-9
10. With the exception of one alignment alternative in the Mira Mesa to San Diego segment of the Inland Empire Corridor (Carroll Canyon to LOSSAN alignment); potential HST alignments would follow existing transit corridors. Although these alignments would be constructed within or adjacent to existing transportation facilities, the method used to construct the HST facility plays an important role in the identification and degree of potential impacts. Based upon the generalized nature of Draft EIR/EIS, it is difficult to determine potential adverse impacts and inconsistencies with the PG&GP and applicable Community/Specific Plans. To adequately assess any potential land use impacts, subsequent environmental review should reference the policies and recommendations of the PG&GP and the applicable Community/Specific Plans in relation to each alignment option and station location. AL047-10
11. The document states that at this level of analysis, there are no potentially high aesthetic or visual impacts that could not be reduced or mitigated through design treatments. As stated before, due to the general nature of this document the proposed method of construction (e.g., tunnel, at grade, elevated), and mitigation for potential adverse visual impacts are unknown. To adequately address any potential visual impacts or inconsistencies and appropriate mitigation, subsequent environmental review should reference the applicable policies and recommendations found in the PG&GP and each corresponding Community/Specific Plan. AL047-11

Comment Letter AL047 Continued

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Mr. Dan Leavitt
August 24, 2004

Thank you for the opportunity to comment on the California High Speed Rail Draft Program EIR/EIS. The City would like to receive any additional studies connected with this project which could affect our jurisdiction. Please contact Maureen Gardiner at (619) 236-7225 or mgardiner@sanidiego.gov for questions regarding Transportation Planning comments, Dan Monroe at (619) 236-5529 or dmonroe@sanidiego.gov for questions regarding Community Planning comments, and Holly Smit Kicklighter at 619-446-5378 or hsmit@sanidiego.gov for general environmental/CEQA questions.

Sincerely,



Keith Greer
Deputy Planning Director
Planning Department

KAG/mg

Attachment: Development Services Letter, dated August 12, 2004

cc: Tom Story, Mayor's Office
Linda Culp, San Diego Association of Governments
Chris Zirkle, Development Services Department
Terri Bumgardner, Development Services Department
Maureen Gardiner, Planning Department
Holly Smit-Kicklighter, Development Services Department
Dan Monroe, Planning Department
EAS File



THE CITY OF SAN DIEGO

August 12, 2004

Mr. Dan Leavitt,
Deputy Director, California High-Speed Rail Authority
California High Speed Train Draft Program EIR/EIS Comments
925 L Street, Suite 1425
Sacramento, CA 95814

SUBJECT: California High Speed Train - Draft Program EIR/EIS

Dear Mr. Leavitt:

The City of San Diego Development Services, Environmental Analysis Section and Transportation Section have reviewed the Initial Study for the California High Speed Train Draft Program EIR/EIS. Under the California Environmental Quality Act, the City is a responsible agency. This letter summarizes our review and provides comments on the adequacy of the Draft EIR/EIS analysis and conclusions as it pertains to the City of San Diego.

The City concurs with the EIR/EIS in the basic assessment of impacts. Issues that the City would emphasize include, but are not limited to: avoidance of new impacts to the City's lagoon system (namely San Dieguito and Los Peñasquitos Lagoons); and extension of the inland empire route to downtown San Diego, rather than stubbing at Qualcomm Stadium.

Thank you for the opportunity to comment on the California High Speed Train - Draft Program EIR/EIS. The City would like to receive any additional studies connected with this project which could affect our jurisdiction. Please contact Maureen Gardiner at 235-5214 for questions regarding transportation, and Holly Smit Kicklighter at 619-446-5378 for general environmental /CEQA questions.

Sincerely,

Chris Zirkle
Assistant Deputy Director,
Land Development Review
Development Services

cc: Councilmember Peters, District 1
Chris Zirkle, Development Services
Terri Bumgardner, Development Services
Maureen Gardiner, Transportation Development
EAS File



Development Services
1222 First Avenue, MS 501 • San Diego, CA 92101-4155
Tel (619) 446-5460

Response to Comments of Keith Greer, Deputy Planning Director, City of San Diego, Planning Department, August 26, 2004 (Letter AL047)

AL047-1

Acknowledged.

AL047-2

Acknowledged. The Authority has identified a preferred HST alignment that directly connects to downtown San Diego.

AL047-3

Acknowledged. The Authority has identified both the Carroll Canyon and Miramar Road alignments as the preferred to bring the HST service directly to downtown San Diego, one of which would be selected during subsequent project specific environmental review. The Authority has also identified the University City station site as the preferred potential station location to serve Northern San Diego (North City).

AL047-4

Please see standard response 2.1.12.

AL047-5

Please see standard response 2.8.1, the HST system would be fully grade separated (meaning there would be no at-grade crossings with roads, railroads, or other transportation facilities).

AL047-6

Additional right-of-way analysis and preliminary engineering design would be part of future project specific studies should the HST proposal move forward.

AL047-7

Future project specific evaluation of the alignment between Old Town and San Diego could include putting the HST infrastructure below grade. The design options investigated, as part of project specific evaluation, would be determined during the scoping period of those environmental reviews.

AL047-8

Acknowledged.

AL047-9

Acknowledged.

AL047-10

Acknowledged. Please see Section 3.18 of the Final Program EIR/EIS for a discussion of potential construction impacts.

AL047-11

Acknowledged.

AL047-12

Acknowledged. See Chapter 3 of the Final Program EIR/EIS under each environmental resource section for discussions relating to "Design Practices" and Section S.4.5 of the Summary. Please also see response to Comment AL047-2.

Comment Letter AL048

08/26/04 THU 13:23 FAX 408 295 1613

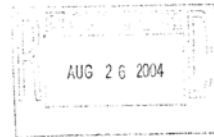
SCC COUNTY EXEC

AL048 002

08/26/04 THU 13:23 FAX 408 295 1613

SCC COUNTY EXEC

003

BOARD OF SUPERVISORS
COUNTY OF SANTA CLARAPETE McHUGH
CHAIR

August 25, 2004

Attn: California High-Speed Train
Draft Program EIR/EIS Comments
925 L Street, Suite 1425
Sacramento, CA 95814

Via FAX: (916) 322-0827

To Whom It May Concern:

On August 17th, the Santa Clara County Board of Supervisors adopted the attached resolution regarding the Draft Program EIR/EIS of the California High-Speed Train. Please feel free to contact Katie Brown in the Office of the County Executive (408/299-5132) with any additional questions you may have.

Sincerely,

Pete McHugh
Board Chair

c: Santa Clara County Legislative Delegation
Board of Supervisors
Michael Rattigan, Legislative Representative

COUNTY GOVERNMENT CENTER • 70 WEST HEDDING STREET, SAN JOSE, CALIFORNIA 95110
TEL: (408) 299-5030 • FAX: (408) 298-6637

RESOLUTION OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF SANTA CLARA
ON ALIGNMENT OF CALIFORNIA'S HIGH-SPEED RAIL

WHEREAS, a high-speed rail line connecting northern and southern California would relieve highway and air traffic congestion between the Bay Area and Los Angeles, which is one of the busiest air traffic corridors in the nation; and

WHEREAS, the California High-Speed Rail Authority, the organization responsible for planning, designing, constructing, and operating the state's high-speed rail system, plans to run the first leg between Los Angeles and San Francisco through San Jose. Ultimately, the line would be extended to Oakland, Sacramento and San Diego; and

WHEREAS, the California High-Speed Rail Authority is recommending two alignment options—through the Pacheco Pass or a series of tunnels through the Diablo Range—to bring high-speed rail into the San Francisco Bay Area through San Jose. The line would then split, with one set of tracks paralleling the Caltrain Commuter Rail Corridor up the Peninsula to San Francisco and the other set running up the East Bay to Oakland; and

WHEREAS, the California High-Speed Rail Authority concluded that entering the Bay Area from the south would offer faster travel times; more frequent service to San Jose, San Francisco and Oakland; higher ridership; and more revenue; and

WHEREAS, the California High-Speed Rail Authority considered and rejected one other Bay Area alignment, the so-called Altamont Pass alignment. Following this route, the high-speed rail trains would enter the Bay Area over the Altamont Pass to Union City. From Union City, the trains would then split into three lines—one south to San Jose, another north to Oakland and a third to San Francisco over a new bridge across the bay; and

WHEREAS, the California High-Speed Rail Authority concluded that the Altamont Pass alignment would be problematic from an operational and environmental standpoint. According to the authority, splitting the service into three, rather than two, lines would reduce train frequencies and ridership, while substantially increasing operating costs. In addition, the authority noted that the costs of building a new rail bridge across San Francisco Bay and the environmental hurdles that would need to be overcome to do so make the Altamont Pass alignment impractical; and

WHEREAS, the California High-Speed Rail Authority released its program-level environmental document in late January 2004 and is now in the process of holding a series of public hearings on it throughout the state. In addition, the authority will be accepting written public comments on this environmental document until mid-August 2004; and

WHEREAS, a southern alignment into the Bay Area for the proposed high-speed rail system will maximize ridership, minimize operating costs and ensure that Silicon Valley is well-served by the new high-speed rail line; and

//

Resolution on Alignment of
California's High Speed Rail
Rev 081704

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AUG 17 2004

Comment Letter AL048 Continued

08/26/04 THU 13:24 FAX 408 295 1613

SCC COUNTY EXEC

004

WHEREAS, a southern alignment into the Bay Area, by utilizing the entire Caltrain Commuter Rail Service Corridor, will help Caltrain achieve several of its long-term goals, such as electrification, grade-separating the corridor, and increasing the speed and frequency of the service. These benefits could not be achieved for the entire Caltrain Corridor by using the Altamont Pass alignment for the state's high-speed rail system;

THEREFORE BE IT NOW RESOLVED, that the Board of Supervisors of the County of Santa Clara supports the California High-Speed Rail Authority's conclusion to use a southern alignment into the San Francisco Bay Area for the state's proposed high-speed rail system.

AL048-1

BE IT FURTHER RESOLVED, that the Board of Supervisors of the County of Santa Clara supports a route that is sensitive to the environment and does not adversely impact Henry W. Coe State Park.

BE IT FURTHER RESOLVED, that the Board of Supervisors of the County of Santa Clara will communicate this position to the California High-Speed Rail Authority in writing as part of the public record for the authority's program-level environmental document.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, on August 17, 2004, by the following vote:

AYES: Supervisors ~~ALVARADO, BRALL, GAGE, JAMES, MCHUGH~~

NOES: Supervisors ALVARADO ~~TRISS~~

ABSENT: Supervisors ~~NONE~~

ABSTAIN: Supervisors ~~NONE~~

Pete Mchugh
PETE MCHUGH, Board Chair
Board of Supervisors

ATTEST:

Phyllis A. Perez
PHYLLIS A. PEREZ
Clerk of the Board of Supervisors

APPROVED AS TO FORM AND LEGALITY:

Jared A. Goldman
JARED A. GOLDMAN
Deputy County Counsel

Resolution on Alignment of
California's High Speed Rail
Rev 081704

Page 2 of 2

The foregoing instrument is a
correct copy of the original
ATTEST: Phyllis A. Perez
Clerk of the Board

BY *Kelly Munoz*
Deputy Clerk
Date: AUG 25 2004

**Response to Comments of Pete McHugh, Board Chair, County of Santa Clara, Board of Supervisors, August 26, 2004
(Letter AL048)**

AL048-1

Please see standard response 6.3.1.